NEWS BY TELEGRAPH. INTERESTING FROM WASHINGTON.

Appropriations for Ocean Mail Steamers.

Interesting Debate on the River and Harbor Bill.

ANTI-BUM EXCITEMENT AT HARTFORD.

Destructive Fire at Lowell, Mass.

From Washington.

THE OCEAN MAIL CONTRACTS—THE COLLINS STEAMTHE RECIPEOCITY TREATY—THE BURNING
OF SAN JUAR—THE COLF INVESTIGATION.

The semi-administration attempt made in the House
to-day by Mr. Olds to set a contract for the Sloo Tchuanspec Company Extremi-monthly mall to California, at
swen hundred thousand dollars a year, was a dead failtre. In the face of the existing contract with Ramssy
of do the same service in a limited time for belf the
noney, it requires no little brass to press it. It is to be
ried on in the Senate, but will meet with no better succes.

The notice to the Collins steamers will probably be de-reited in the Senate. Had it not been for the strenuous tertion and able speeches of Musers. Wheeler and Wal-ridge, the Collins steamers would have been whipped ut of sight. As it was, all the city members, except he gentlemen named, voted against the line. Cutting less not pretend to be in the House any longer.

the Canada Treaty is in a bad way.

The Canada Treaty is in a bad way.

The Frestdent is to send in a message on Tuesday, gives the facts in the recent affair at San Juan, as well as aystain Hellir i instructions. There was no opportulity to-day to oner the resolution calling for a committee.

The Cost Committee will probably report on Tuesday, a effect that not a shadow of evidence has been produced effore them to give a coloring to Mr. Clingman's charges for provided. f corruption.

HE UNION AND THE PROPOSED \$10,000,000 APPRO-

The Union of this morning has a lengthy article in far or of the resolution placing \$10,000,000 at the disposal of the President, if necessary, to use in the acquisition of

THIRTY-THIRD CONGRESS.

WASHINGTON, JULY 29, 1854. SURVEYS OF RIVERS.

the Chain presented a communication from the War partment, transmitting certain surveys of rivers. Re-

ACCOMMODATION OF THE UNITED STATES COURTS.

Mr. TOUCHY, (dem.) of Conn., explained the bill auorizing temporary accommodations for the United
stes Courts in Boston, and directing contracts to be
ade for sites and proper buildings in Boston, New York,
illadelphia and Baltimore, for courts and post offices.
Is was the bill as it was returned from the House. The mailtee on the Judiciary recommend that the Senate ee to the House amendment, that all contracts for sites i buildings be made conditional upon appropriations at next session to carry them out. The bill was amend-

INDE WASHINGTON AND ALEXANDRIA RAHLROAD.

Senate bill allowing the Washington and AlexanRailroad to extend their road over the Potomac river eorgetown and through Washington City, to connect the Baltimore and Ohio Railroad, was returned from h the Baltimore and Ohio Raliroad, was returned from House with the amendment authorizing the Baltice and Ohio Raliroad Company to extend their road r the eastern branch to the Maryland shore, and rn the river side to the point opposite Alexandria. quaetion was on concurring in this amendment. Ir. Bargar, (dem.) of Ind., opposed the amendment, Ir. Bargar, (dem.) of Md., supported it. Ir. Brown, (dem.) of Miss., moved to lay the bill on table. Lost—jeas 14, mays 25. [essent. Cooper. (whig) of Pa.; Toucey, (dem.) of n.; Bayard, (dem.) of Del.; Rusk, (dem.) of Texas, Mason, (dem.) of Va., opposed the amendment, and are. Dawson and Pearce supported it.

E. Senate refused to concur—yeas 7, mays 14.

PRIVATE BILLS.

COMPENSATION TO COL. FREMONT.

House bill authorizing the treasury to pay John ars, with interest at ten per cent from 1850, for beef chased by him and furnished to the California Indians,

as then taken up.
as question pending was on the amendment by the tee to the second section, as given in full yester

CHAPE (free soil), of Ohio, moved to insert, after from the condition or circumstances attending

edment would sanction as sufficient cause for sus-ung the work? Would the same circumstances which inted the Senator from Michigan from going to Chi-(Cass (dem.), of Mich., said that he knew no

the chamber, but he was glad it had attracted

scheme called the Chicago convention. He had I god, and be believed at the time it would not. He invited, and did not go. He said that circum-sances not reader it convenient for him to attend. That was history of the whole matter. (Laughter.)

5, 32
2. Tourse (whig), of Ga., moved to amend by insertaflerthe word "so.," these words:—"Except the tel enstitutional power to appropriate money for particular object suspended." Adopted: yeas 75, mays

thing out the words "Secretary of War," and in in "President of the United States. Adopted: year nos 22

r. Carron (whig), of Del., opposed it. He was my ill which gave to the President the legislative

mittee of Commerce evidently had that object, use why was it reported? Under this amend the very was it reported? Under this amendthe President would have power to approve of such
sake should think proper, and reject all others.
sourceder of the legislative power of Congress
Elective. It was a truckling to Executive power,
the that the Senators from Louislanna and Michithevers of the Committee of Commeng, might
use able, by going to the Executive, and saying
bease your Excellency, spare these works," to
live those particular imneres

bill was proper and just, or that if the same was re-surveyed, it might not be most expedient to suspend the work; so the President could not be expected to be able at

work; so the President could not be expected to be able at once to determine upon the necessity and propriety of each appropriation, therefore, in order that the whole country might not suffer because a few improper items had been inserted in this bill, it was designed that the President, without being compelled to veto the whole, could, if he thought proper, suspend the few improper works until the further action of Congress. The Senator from New York, however, did not desire this. He would rather have a voto of all than anything else. The Senator would rather have the whole coast of the United rather have a voto of all than anything else. The Senator would rather have the whole coast of the United
States left without any improvement—would rather have
any state of affairs abort of a crush of worlds, provided it
would tend to promote the ambitious aims of a certain
person, whose political interests the Senator from New
York had more at heart than anything else.

MM: BENJAMIN, (whig) of La., said he desired to have
no personal controversy in the Senate with any man

no personal controversy in the Senate with any man.

He desired particularly to have none with the Senator from New York, who, he understood, professed the doctrines of non-resistance. The Senator's imputations and transs of non-resistance. The Senator's imputations and insinuations of corrupt bargains by the committee with the executive were most unfounded. The Senator himself was a member of the Committee on Commerce, but had never given his counsel to the committee or any member of it in this most important bill, yet he arraigned his fellow members for their action. The imputations of the Senator fell harmons at his feet. If his whole life, in public office and in private, did not sufficiently result his imputations of the Senator. In world feightly result his imputations of the Senator. ficiently repel the insinuations of the Senator, he would resign his seat instantly. He regretted that he had been obliged to notice them at all. Had they been made by any other gentleman but the Senator he certainly would not have chosen the Senate as the place to notice them.

the committee or any of its members as such. He had said the amendment was prepared for the sole purpose of avoiding a veto. That was not dealed. No one could of avoiding a veto. That was not denied. No one could deny it. If it was not intended for that purpose, why was it offered. He was charged with a desire to defeat the bill. He denied it. He would vote for the bill whether the amendment was put in or not. Already one Senator friendly to the bill had declared the adoption of the amendment would prevent his voting for the bill.

This bill is the same that passed two years ago. It passed the House then, and now had passed the House again without this amendment. It passed the Senate two years ago, and would pass now without the amenddisgusting to some Senators, presented now by the Sena-tor from Michigan? The amendment exposed the bill to defeat in the Senate and the House. It could only be designed to accure it at the other end of the avenue.

Mesars. FESSENDEN and CLAYTON followed in opposition to the amendment.

Mr. STUART replied.

Mr. Burness though that if this system of legislation such as is contained in this bill, was to be continued an Senators were obliged to take everything in the bill, right or wrong, he did not know but that the amendment would be a wise, salutary unconstitutional check upon it; but he could never go for one wrong to remedy or check another. It was an ambulatory veto power unknown to the constitution.

Mr. BENJAM N read from the Lighthouse act of the last

session and cothis year, to show that they contained exactly simb arprovisions. The amendment was then rejected-yeas 14, nays 35-

as follows:—
YEAS—Mesers. Atchison, Benjamin, Cass. Dodge of Wiscensin, Dedge of Iowa, Johnson, Norris, Petit, Pratt, Rush, Schastian, Slidell, Stuart, Walter-14.
NAYS—Mesers. Adams, Allen, Badger, Bell, Bright, Brodhead, Butler, Clayton, Cooper, Davison, Bouglass, Evans, Fessenden, Fish, Fitzpatrick, Foote, Geyer, Gliette, Houston, James, Jones of Termssee, Mallory, Mason, Merton, Pearce, Rockwell, Seward, Shields, Summer, Thompson of Kentucky, Toombs, Toucey, Wade, Weller-35.

bill would certainly be vetoed. It would be discussed for some days, and then returned by the President, when there would be no time to discuss and consider the veto. He was friendly to the bill; but under the circumstances

he moved its postponement till next December.

Mr. Pittir, (dem.) of Ind., made a speech in favor of
the bill. He could not see how any man with a well balanced mind, and cool, deliberate judgment, from the
North, could deny the constitutionality of such bills.

Mr. Brown, (dem.) of Miss., moved that the bill be laid on the table. Lost—year 16, mays 33.

Messrs. Bayard and Mason supported the postpo

Mesers. SEWARD, Cass and Permy opposed it. numed, and again a motion to adjourn was voted down.

Mr. Thourson (whig) of Ky. read several acts of a like

kind, approved by Jackson, and thought the President could safely follow in the footsteps of his illustrious prehis day—which were enormous meals in comparison to this slight affair—he thought President Pierce could gulp down this with but slight exertion. He was for trying the nerve of the President, any how. He was for putting him to it, and letting him try whether he could go it.

Mr. Doros (dem.) of lows, said amounting this bill would not defeat it. The same thing was said two years ago, and yet the Senate did amend, and the House passed the bill. The Senator from New York opposed amending the bill. He well remembered that that Senator—who was the only one in the body mean enough to ever interfere bemer occasion, to try and have Sodus Bay inserted in one of these bills, and that too against the unanimous voice of the Committee of Commerce. He reminded the Senator then of his conduct in interfering between nity of taking the Christian's revenge, by heaping of fire on his head, by getting Sodus bay into the Now, the same Senator opposes any amendment. He (Dodge) intended to move to increase the appropriation

Mr. Rusk's amendment was rejected-24 against 24

or a survey of several harbors and rivers in California

Mr. Tooyes rose to make a lengthy speech against the whole bill, but yielded the floor for a metion to adjourn which was agreed to at 414 o'clock.

Washington, July 29, 1854. Mr. Panton, (dem.) of N.Y., said had he been prose esterday when Mr. Eliot moved a suspension of the ules he would have voted aye. He was engaged at the partment in business at the time.

[An error occurred in yesterday's edition. It ought to have been Mr. Ellot, of Mass., who moved a suspension of the rules, in the place of Mr. Elliott, of Kentucky.] Mesers. Cullem, (whig) of Tenn., Ready, (whig) of Tenn., Smith, (dem.) of Va., Singleton, (dem.) of Miss., and Barksdale, (dem.) of Miss., said if they had been

the State of the Union on the bill making appropriations for transportation of the United States mails by ocean teamers, and otherwise, for the year ending Ju-

The section appropriating eight hundred and fifty-eigh thousand dollars for the transportation of the mails from New York to Liverpool having been read, Mr. Olds, (dem.) of Ohio, moved to strike out the di-

Mr. Olde, (dem.) of Ohio, moved to strike out the di-rection to the Secretary of the Navy to give the notice provided in the deficiency bill of 1852, to terminate the arrangement for the additional allowance for the trans-portation of the mail between New York and Liverpool in the Collina has of steamers, as therein provide?. Mr. Othe said the Committee on Post Offices and Post

notice, but putting an end to mail steamer contracts. The bill, however, cannot be reached this session. He proposed not to give the notice till next session.

Mr. SERLTON, (dem.) of N. J., hoped the amendment would not prevail. It was expedient, proper, and neces-sary for the interest of the country, that these contracts

Mr. WALBRIDGE, (dem.) of N. Y., said the British government, through the Cunard line, had the uninter-rupted carrying of the mails from 1837 to 1849—a period of twelve years—and paid into the exchequer of Great Britain six millions of dollars, and received for their own services two millions additional. Great Britain refused to enter into any postal treaty with this country for the to enter into any postal treaty with this country for the whole term—twelve years—until the keel of the Atlantic, one of the Collins line, was laid, when a postal treaty was made upon the following basis:—First, That either nation has the power to abrogate the treaty upon giving six months notice. Second, That the withdrawal of either line annuls the treaty Third, fhat the United States mail shall receive five twenty-fourths of the postage on letters brought by the Cunard steamers. Fourth, That Great Britain should receive eight twenty-fourths of the postage accruing in the Collins line—the advantage being with us, since the Cunard line performs double the number of trips of the Collins line. The postage of 1852 over 1851 increased twenty per cent in the Collins line, and 1863 over 1862 thurty-five and one-sixth per cent. At this rate of increase, after this

one-sixth per cent. At this rate of increase, after this year, the postage would pay the full amount of the yearly appropriation. The postage by the Cunard line has increased twenty-nine per cent. The withdrawal of the Collins line will throw the whole amount of postage, both way into the Collins line will throw the whole amount of postage, both ways, into the coffers of Great Britain. The claus both ways, into the contert of Great Entain. Inc clause in the deficiency bill of 1852 was in the form of a contract, and the notice to terminate the extra compensation cannot be given at this time. That act expressly declares as follows: "Provided that it shall be in the power

of Congress, after the 31st day of December, 1854, to rescind this extra compensation on giving six months' notice." The Postmaster General was authorized at the last session of Congress to advertise for proposals for carrying all the mails on all the routes now in existence, and to lay such bids before Congress. In compliance with such instructions, the Postmas ter General did advertise and receive bids on all lines and routes except for carrying mails between New York and Liverpool; that by increasing the compensation the Collins line have averaged each way two days increased speed, and in order to make this speed the expenses have necessarily increased in the same ratio. The running expenses of eighteen fifty-two, fifty-three, and fifty-four, have increased the taxes ten thousand dollars a voyage, while the increased pay under extra compensation is but thirteen thousand dollars per voyage out and back, or in twenty-six voyages one hundred and thirty thousand dollars per annum. The original invest-ment to perform this service and maintain a successful ment to person this service and maintain a successful competition, may be estimated at three millions of dol-lars. The insurance, at six per cent, is one hundred thousand dollars; the interest on the capital, at the same per cent, one hundred and eighty thousand dollars. The deterioration in value is not less than seven per cent—two hundred and ten thousand dollars—making lars, without a single dollar for the expense of running lars, without a single dollar for the expense of running. The struggle between the Collins and Cunard Hace has been one involving the national reputation of the two governments—of Great Britain and the United States—for the maritime ascendancy of the world. The ocean has been the theatre of England's greatest triumphs. One of her favorite bards had said:—"Her march is o'er the

mountain wave, her home is on the deep." It is true our navy had gallantly indicated their ability to copse with Great Britain during the war of 1812: but a new era had begun, for "peace hath her victories not less renowned than those of war," and the arena, as the highway mercial nations should struggle for the supremacy of the globe. American individual enterprise boldly entered the contest with Great Britain, and the greatest mari

the contest with Great Britain, and the greatest maritime triumph on record was reserved for the immortal
genius of Fulton, backed by the indomitable energy of
Cellins. That contest is not over. Thus far we have
been victorious, and the gallant Atlantic, having
outrode the storms of her namesake, has brought
the two countries nearer together than they have
ever been brought before. This contest between
these rival lines loses its individuality, and becomes
national. I therefore believe the American people will
sanction the aid of the federal government in a struggle
that has advanced their honor and contributed to their
renown in every quarter of the globe. I ask it not for
the city of New York—I ask it for the honer and the
glory of the whole-spublic.

glory of the whole republic. Mr. Macz (dem.), of Ind., moved to strike out the ap-

Mr. CHNGMAN (dem.), of N. C., offered an amendment that the President shall endeavor, by treaty or otherwise, to induce the British government to abandon, in a similar manner, the subsidy gaid to the Cunard line, in the necessary steps to get rid of all existing contracts for the transportation of the mails in ocean steamers. He believed the British government could be induced with ourselves to abandon the system. The vessels of both the Cunard and the Collins line had been ascertained

tracts, alleging they have been violated.

Mr. McQuees (dem.), of S. C., likewise con-

ing bounty to Collins, taking ground similar to that of Mr. Allen.

some length to them by an array of facts and figures. The honor of the country, he insisted, is involved in maintaining this Collins line, the propressor of which has done more to give clast to our supremacy on the seas, as to swift voyages, than any other man living. The con-tract has not been violated. The vessels are suitable for any emergency, and are as strong as any that can be built. If they were not in all respects equal to what the law required, it was certainly singular they were accept-

ed by the proper department.

A long debate then ensued as to the merits of the steamers and a continuance of the contracts, during which Mr. Stanton, of Tennessee, said he had been in-formed by Commodore Perry that better and stronger

Mr. Jones (dem.) of Tenn., said this was a very in termination. Therefore he moved the committee rise

bate. Disagreed to.
Mr. Macs moved an amondment, which was rejected, t strike from the service every one of the mail steamers Mr. Olds was opposed to all amendments except own. The bill makes the appropriation for the year end-ing June 30th, 1855; they therefore would have time to give the six months notice on the 30th of December next. Mr. Goots (dem.), of Va., regarded this mail stea system as wrong and rotton, and he was opposed to raising a million and a half dollars annually from the people to divide among the favorities of government, to sup-mere splendid mall vessels, not war steamers.

mitted to-day he had heard, he was going to say, almost a thousand times by the old members. No new light has een shed on the subject; therefore, he appealed to gen

on motion of Mr. Haven, (whig) of N. Y., the first exction was amended, by a vote of 82 against 61, by striking out "forthwith," and inserting the "thirty first of December cext," as the time for the Secretary of the

Mr. Macs alluded to his course in the select con appointed to investigate the mail steam contracts. It had been charged the committee had whitewashed the Collins line in their report. Whoever charges me with dereliction of duty, he remarked—I don't know from

what quarter it comes—is a liar and a secundrel.

Cries of "Order," "order," "order."

Mr. Szward, (dem.) of Ga.—The gentleman he mid there was fraud, but was unable to prove, it. I therefore said the company was relieved from the charge, and whitewashed by the committee. I wish the gentleman to know I am responsible for what I say, out of de

am alike responsible. I state to the gentleman and ap-peal to every member of the committee of investigation to say whether we have the travelled over the whole

Mr. Sawann-I understood the gentleman charged the mail steamer companies with fr wad, and in the report relieved them of the charge.

The committee rose, the amendment was concurred in and the bill was passed.

and the bill was passed.

It marely appropriates the amounts for steam mail service required by law. An additional section was added, authorizing the dispensation of the present arrangements for transporting mails, provided it can be done without a violation of the contract, in which cases proposals from the lowest responsible bidder are to be in-vited for the service. Adjourned

DEATH OF EXPRESIDENT FILLMORE'S BROTEFR.

Burralo, July 29, 1864.
A despatch has been received in this city, from a re liable source, announcing the death of ex-President Fill-more's brother Charles, who died yeaterday, at St. Paul, Minnesota, suddenly—supposed of cholera.

DEATH OF A RAILROAD SUPERINTENDENT. Oswaco, July 29, 1854. George C. Skinner, superintendent of the Oswego Rail-road, dropped dead this evening. He was in perfect health half an hour before. He died of disease of the

DEATH OF A PROMINENT PRES SOILER. CINCINNATI, July 29, 1854.
Samuel Lewis, a prominent leader of the free soilers,

died at his residence near this city last night. From Philadelphia.

NAVOR CONRAD AND THE LIQUOR LAW—PROBABLE GUNFOWDER EXPLOSION.

PHILADELPHIA, July 29, 1864.

Mayor Conrad has issued orders to the officers of po-lice to continue reporting all violations of the liquer law on Sundays, declaring that he will continue, as here-tofore, to bind over for trial by jury—taking the ground that the recent decision of the Supreme Court in Barr's case was on entirely ex purie testimony. The Common-wealth not being notified, was, therefore, not represented on the trial. He stated that even if the decision in on the trial. He stated that even if the decision in Ornett's case was overruled, he possessed ample power under other acts to enforce a rigid observance of the Sunday law, and the sanctity of the day would be maintained as it had been since the issue of his proclamation. Shortly after seven o'clock this evening, two severe shocks, as of a distant explosion or earthquake, were felt here very perceptibly in the lower part of the city. They were also felt at the same time at West Chester. It is supposed here to have been another gunpowder explosion at Wilmington, the telegraph to which place has unfortunately closed for the night.

From Hartford.
THE LIQUOR LAW—A STEAMER BURNT.

HARTPORD, July 29, 1854. Two or three days since, a very exciting town meeting Two or three days since, a very exciting town meeting was held, upon the subject of appointing town agents to sell liquor for medicinal and mechanical purposes, under the prohibitory law, which goes into effect on Tuesday next. A resolution was finally presented, declaring it inexpedient for the meeting to take action on the subject, and the question on the adeption of the resolution was ordered to be taken to-day, by ballot, the polls remaining open 12 hours. The result shows 937 rotes in the aftirmative, and 1,036 in the negative. The resolution being lost, another very exciting time took place, and a vote was finally adopted, requesting the select men not to appoint agents. This is a movement of the law, designed to embarrass its operation and render it unpopular. The excitement here on the subject is it unpopular. The excitement here on the subject is greater than upon any subject which has come before

the town for years.

A small steamer plying on the Connecticut river, between this city and East Haddam, called the Agawam, was burnt at her wharf, at the latter place, last night. Loss, \$10,000. Insured for \$9,000.

COMMERCIAL MOVIMENT—ANOTHER MURDER CASE.
Raimsons, July 29, 1884.
The conve merchants of this city have resolved to sell coffee after August at four months' credit, instead of six. They have been large losers by Western failures.
We have no mall south of Richmond to-night.
William Arrington has been committed for trial, charged with the murder of Michael Higgins, watchman at Alexandria cotten factory. The cause of the murder was that Arrington had been removed, and Higgins appointed watchman in his place.

inted watchman in his place.

A fire broke out last night in James Lannan's stable, on Dammer street, and spread to the adjoining property with great rapidity, consuming the Railroad Hotel, and crossing to Lowell street, where several land buildings.

buildings were destroyed, together with several stores. The principal sufferers are Josiah Bennett, John Maynar tor, and A. J. Brandt. The wooden buildings were oc-cupied by Irish, and many families are left houseless. The loss is estimated at \$150,000. A little girl, five years of age, perished in the flames, and James Lovett, a man, was terribly, though not fatally injured.

Navigation of the Ohio, &c.

CINCINNATI, July 27, 1854 with 416 feet to Cairo. Dry goods are beginning to arrive in considerable lots. Forwarding merchants find no diffi-culty in shipping in light draft boats, at low rates o freight, to St. Louis and Memphis.

BUTTALO, July 29, 1854.
The firm engaged as carcaes and provision butchers and

TO THE EDITOR OF THE NEW YORK HERALD. Your statement that Mr. John Tucker's failure was cau

ed by his connection with the Montour Iron Works is no correct. Mr. Tucker is a debtor to the Montour Iron THOMAS CHAMBERS. President Montour Iron Works.

Bosrow, July 29, 1854.

The Executive has appointed Friday, September 20, for the execution of Thomas Casey, convicted of murdering Mr. and Mrs. Taylor, in Natick, over a year since.

Markets.

Charleton, July 27, 1854.

The sales of cotton to day were 600 bales, and for the week they foet up 3,500 bales. The receipts of the week they foet up 3,500 bales. The receipts of the week they foet and the stock on hand, exclusive of that on shipboard, is 7,500 bales. CHARLESTON, July 28, 1854.
The sales of cotton to-day were restricted to 180 bale tell prices, ranging from 8c, a 10c.

In our money market Eastern exchange is section seing now quoted at 1% a 1% premium.

Our Key West Corres KEY WEST, Fla., July 22, 1854. Health of Key West-Dull Times, &c.

The fever lately prevailing here has entirely disappeared, and we are enjoying our usual extraordinary good health. Business of all kinds is at a st and still, however, and we have nothing to do but to keep cool. Calms seem to prevail to a A extraordinary extent in the Gulf, preval to a a extraordinary extent in the Gulf, judging from the report of vessels bound eastward. The same remark may be applied to the Atlanti a coast, for the master of a steamer that put ir, here this morning said that he could have mad a the voyage in a skiff.

Wreckers have come in from all parts of the left during the last week, and report nothing doing, and consequent hard times.

There is not a single marine disaster to report.

TERRIBLE ACCIDENT AT THE GAS WORKS.

mes of the Dead and Injured.

A sudden and most ca'amitous accident, attended rith the loss of two lives, occurred yesterday aftersoen at the extensive gas works of the Manistran Company, situated at the foot of Fourteenth street, East river, in this city.

At a quarter past one o'clock, the laborers and others employed in the works returned from sin-ner, and had only been a few minutes in the yard when the brick walls which sustained the new and extensive iron roofs of the building, fell to the ground with a crash, carrying the roofs and supporting pillars with them, and burying many men and horses in the ruins.

The calamity was so sudden and the rain so extenave that, when first observed, it appeared as if no person could have escaped, and the most frightful reports were immediately forwarded over the city regarding the number of the killed and wounded Some said that fifty had been taken out dead al ready, and all agreed in asserting that at least one bundred individuals were seriously injured.

Our reporters immediately visited the works and found that the new brick walls bounding the ya on the line of Fourteenth street on one side, avenue B in front, and of the gas generating works on the of posite side, at Fifteenth street, and the east wall on evenue C. had fatten in.

These walls were of brick, about sixteen inches thick, and, apparently, had been built in a substantial manner. They were divided by brick partitions of equal thickness, and supported open trellis-work iron roofs, of slight make but great extent, which was in progress of being slated from the side resting on Fifteenth street. The supports of these roofs were two arches, starting from the centre of the building to the sides of the yard, and a number of iron pillars.

On entering the ruins our reporters found it almost deserted, but after some labor they made

Cornelius Wycoff, foreman of the bricklayers. The deceased lived but a short time after he was taken from the ruins. He leaves a wife and family at Green Point, where he resided. He was 40 years

Patrick Shea lived but a few minutes after he was extricated. He was 45 years of age, and leaves

wife and family.

James Gillhooley died of his wounds a few hours after the accident.

NAMES OF THE WOUNDED. John Flannigan, 22 years of age, received a com-ound fracture of the leg. He lies at the New York

fospital.

Robert Quick, carman, who was in the building at the time. He received compound fractures both of a leg and an arm. Age 22 years.

Thos. Kelly, 25 years of age, received a severe scalp wound and fracture of the thigh. He now lies at the New York Hospital. Thos. Dwyer, a man 21 years of age, was badly injured, having both thighs broken and being other-wise bruised and injured. He now lies at the New

York Hospital, and but slight hopes of his recovery

William Symis, laborer, severely bruised Miles Burns, slater, badly injured. George White, also badly injured, with but slight

opes of his recovery.

Daniel Sullivan, severely injured internally. James Mahoney, fifty years of age, acale spened, and one of his arms broken. He was otto-ded at his residence, corner of Eighteenth street and Tenth avenue, by Dr. Gillegan, who dressed his wounds. All those who were wounded received the pro-per medical attendance. Those who were con-veyed to the New York Hospital came under the supervision of Officer E. S. Lockwood, of the Seventeenth ward police. The remainder of

the injured parties were conveyed to their houses; also the bodies of the two deceased men. Dr. Gille-

gan was most attentive to the wounded. No one would attempt to offer any opinion as to the probable reason of the calamity, nor did any person about the building seem desirous of conversing with the reporters of the press. It is, however, preden gust of Wednesday night, and perhaps cracked by the vibration of the roof, induced by an electric influence. The iron skeleton of the roofing lay on the ground after the accident, in the same shape as it had rested on the walls, and to this circumst may be attributed the escape of so many persons: the ground on end, in the shape of large cages, from under which a man might readily walk. We

DESCRIPTION OF THE BUILDING AND ITS DESTRUC-The building which is now a heap of ruins was an

addition to the other gas works belonging to the Manhattan Company, and was erected at the foot of Fourteenth street, for the purpose of generating gas. It was commenced during the spring of last year, and at the time of its destruction was not which will be a severe and total loss to the com

eighty feet long, by one hundred and fifty. To every appearance it was a solid and substantial brick building, the bricks having all been carefully selected. It contained three successive roofs, formed of iron work, along the whole base of which ran an iron supporter, or tie-rod, which was propped up by iron columns on the inside, and by brick pillars on the outside—the former being twenty two feet high same height, but two feet by eighteen inches in thickness. It will be seen, therefore, that the whole weight of the roof rested upon this tie rod and the pillars, and that either of these giving way would cause the accident which we have to deplore.
Such, indeed, seems to be the most natural cor

President of the Company, Charles Roome, Esq. valked over the greater part of the building an hou before it fell, and he saw no imperfection, or any-thing wrong about it. A flaw might have existed in the iron pillars or tie-rod, without attracting any notice : and, from the manner in which the building fell, we have every reason to suppose that the any rate, gave way first, and those on either side inclined towards it as they fell. A brick wall, fifteen feet high, that surrounded it, and which was

The accident occurred about half-pa-4 two o'clock. P.M., and those who were upon the apot say that the noise was like the hissing of steam, or the explosion of a boiler. The position of the ruins clearly indicated that the building fell inwards, which circumstance goes far to prove, as we have already stated, that some flaw in the iron braces or supporers was the cause of the accident.

FURTHER, PARTICULARS. THE WOUNDS,O AT THE CITY HOSPITAL ital had of the accident was about three o'clock, when several of the injured were conveyed to the

crowd collected, and, as usual on such occasions, report immediately spread that an explosion had occurred at the gas house, and that over one hundred persons were buried under the ruins. This reated the greatest excitement, and it was not the a late hour in the evening that the exact extent of the disaster was made knowa.

On inquiring at the City Hospital we found six of the wounded men-who were all seriously injured—some of them having their legs and arms broken, and being severely bruised on different parts of the body. One poor fellow presented a most pitiable spectacle, having had both his legs and one arm broken, but he bere his sufferings most manfully. The following are the names of those is

of his thighs fractured. He was also considerably bruised about the head and various parts of the body. Thomas Kelly received a compound fracture of the leg below the knee, and was otherwise injured. Robert Junk had one of his arms broken, and was severely bruised about the head, breast and back.

James McClelland was seriously injured, having one of his arms so badly fractured as to require amputation. His head was also severely bruised.

Thomas Wyer had both his thighs fractured and

Daniel Sullivan appears to have suffered more than any one of the injured persons. His two legs and one of his arms were broken, and his body se-

INCIDENTS OF THE DISASTER.

Cornelius Wycoff, who superintended the masses work, and who was fatally injured, died about half an hour after the accident. He was literally crushed to death, and presented a melancholy spectacle when taken from the ruins. When conveyed to his home, No. 127 North Sixth street, Williamsburg, H was thought he was perfectly unconscious of everything about him; but he recognized his wife and friends immediately. "I know my poor wife," said

he, "and that she feels sorry for me."

A man named James Burns was on the building when it fell, and had one of his boots torn open by a portion of the falling ruins, but he fortunately escaped without injury to his person.

Two horses were buried under the ruins, one of

which had his leg broken, and was killed immediately; but as the other did not appear to have any of his limbs fractured, it is thought he will recover, although the poor animal is greatly bruised, and appeared to be in great agony.

None of those who were at work on the roof at

One man told us that he had been in the building about two minutes before it fell, and was within a few feet of it when he heard a noise like that pro-duced by steam escaping from a boiler, and on look-

ing for the cause of it found that it was produced be

the time of the accident were injured, but all who

THE MANHATTAN GAS COMPANY. We take the following account of the Company which has suffered this severe loss, from Mr. Valor tine's Manual of the Corporation of the City of New

the falling of the new structure.

York, for 1854 :-

Chartered Feb. 28, 1803. Perpetual capital, \$2,000,000. OFFICER.
Charles Roome. President.
Floyd Emith, Vice-President.
Samuel H. Howard, Secretary.
Charles Emith. Superintendent of Street Mains and

Charles Emith, Superintendent of Street Mains and Lamps.
Waiter Roome, Superintendent of Works.
Thomas Marsh, Inspector.
This company supplies that portion of the city which lies north of Grand Street. They have 158 miles of street mains; 6,600 street lamps, and 1,200 private consumers. In 1862 they manufactured 305 million feet of gas, and employed on an average 600 workmen. The gas works at the foot of Seventeenth street are capable of producing two million feet of gas a day. The company are now engaged in the construction of works at the foot of Feventeenth street, East River, which, when minimed will have cost over one million of dollars, and be capable of producing three millions feet of gas a day. This company will then be prepared to supply a daily consumption of five millions feet of gas a day. This company will then be prepared to supply a daily consumption of five millions feet of gas.

The Revolution in Vonesuela. We translate the following from an Havana pa-

In the Diarto de Avisos, of Caracas, we read the following decree of the Executive government, pre-hibiting the return of several Venezulane into that

Secretary of State in the Departments of Interior and of Justice, CARACAS, May 23, 1854.

TO THE GOVERNOR OF THE PROVINCE-Among the reasons that have induced the Executive authorit to believe that a new revolution is contemplated i the Republic, is the fact brought to its knowledge the Republic, is the fact brought to its knowledge that various enemies, recognized for their disaffection to the government, have left the country for the Antilles or the United States of North America, to combine there with some proscribed Venezulans, with the sinister design of ripening their plans of hostility towards this country. In virtue of this, the Executive power, chasged with supreme supervision over the order and tranquillity of the State, believing that the return of these individuals, in the present state of the public peace, would be highly prejudicial, has deemad is advasable, as a measure of imperious necessity, to prohibit the re-introduction into the State of Genaral Justo Brisceno, Ras Brazal, Manual Comaoho, Ledo Juan de la Cruz Carreno, Lois Maria Ustariz, Dr. Angel Aguerrevery, and Vicente Ibarra. Your excellency will consequently issue your orders agreeably to this decree. I have the honor to communicate this to your excellency for your future guidance, and remain, &c...

by John Anchon, Esq.—Banks, Gould & Co.—The volume before us consists of a republication of old reports, the reprint of which we should hardly have thought necessary. Niel Pries law is never considered reliable, and the present reports may, most of them, be classed in that category. The Code has introduced a new system of pleading and practice; and we do not see the use of taking up as BY JOHN ANTHON, Esq.—Banks, Gould & Co.—The much of the space of this volume with decisions on the old rules. What consequence can it be to the practitioner of the present day to know what now est factum admits or denies, or the plea of non assuspect puts in issue, as in the case of Sm Ludlew, p. 174? or again, what it is comp

Ludlew, p. 174? or again, what it is competent to prove upon a quantum mersuit for work and labor done, as in the case of Schureman v. Withers? or what fevidence is admissible under the general issue when there are now no such pleas?

When the editor does make any reference to the Code of Procedure, as in the note to Spingstein v. Field, (p. 255) he questions the propriety of the defendant being allowed by the Code to allege in his answer both the truth of the matter charged as defamatory, and also mitigating circumstances to reduce the amount of damages. Seldon, of the Suprement Court, is of a different opinion. He says: "How was it possible to devise a provision more exactly adapted to meet and remove the embarramments which we have seen existed?"—Follet v. Jewett. A merican Law Register, vol. 1, No. X.

The cases are even not reported grammatically and the editor makes Judge Spencer say in Blunt, v. Zuntz, (p. 248.) "The defendant ought to have been demurred." Upon the whole, we do not thinky the profession will gain much by the republication of this volume, for although there are some way; good cases in it, there are also some of them were are reported is not very creditable to the care and diligence of the author.

A Hand Hir.—The New Bedford Merces luding to the Greytown affair, says that the istration has shown more magnanimity than have been empected by its most arder at admits felt obliged to thrush somebody, and it has one of its size.